

demonstrate that the process is in place and functions as intended. The operator may accomplish this by thorough documentation and analysis, or by demonstrating on an airplane that the process works and consistently provides the intended results. The operator should also show that a feedback loop exists to illustrate need for revision of the process, if required, based on inservice experience.

c. Normally the choice to use, or not use, demonstration on an airplane as a means of validating the process should be left up to the operator. With sufficient preparation and dedication of resources such validation may not be necessary to assure processes should produce acceptable results. However, in any case where the proposed plan to prove the processes is determined by the FAA to be inadequate or the plan does not produce acceptable results, validation of the process in an airplane will be required.

d. If an operator is currently operating ETOPS with a different airframe and/or engine combination it may be able to document that it has proven ETOPS processes in place and only minimal further validation may be necessary. It will, however, be necessary to demonstrate that means are in place to assure equivalent results will occur on the airplane being proposed for Accelerated ETOPS Operational Approval. The following elements which while not required, may be useful or beneficial in justifying a reduction in the validation requirements of ETOPS processes:

- (1) Experience with other airframes and/or engines.
- (2) Previous ETOPS experience.
- (3) Experience with long range, overwater operations with two, three or four engine airplanes.
- (4) Experience gained by flight crews, maintenance personnel and flight dispatch personnel while working with other ETOPS approved operators.

e. Process validation may be done in the airframe-engine combination that will be used in Accelerated ETOPS operation or in a different type airplane than that for which approval is being sought, including those with three or four engines.

f. A process may be validated by first demonstrating the process produces acceptable results on a different airplane type or airframe/engine combination. It should then be necessary to demonstrate that means are in place to assure equivalent results should occur on the airplane being proposed for Accelerated ETOPS Operational Approval.

g. Any validation program should address the following:

(1) The operator should show that it has considered the impact of the ETOPS validation program with regard to safety of flight operations. The operator should state in its application any policy guidance to personnel involved in the ETOPS process validation program. Such guidance should clearly state that ETOPS process validation exercises should not be allowed to adversely impact the safety of operations especially during periods of abnormal, emergency, or high cockpit workload operations. It should emphasize that during periods of abnormal or emergency operation or high cockpit workload ETOPS process validation exercises may be terminated.

(2) The validation scenario should be of sufficient frequency and operational exposure to validate maintenance and operational support systems not validated by other means.

(3) A means must be established to monitor and report performance with respect to accomplishment of tasks associated with ETOPS process elements. Any recommended changes to ETOPS maintenance and operational process elements should be defined.

(4) Prior to the start of the process validation program, the following information should be submitted to the FAA:

(i) Validation periods, including start dates and proposed completion dates.

(ii) Definition of airplane to be used in the validation. List should include registration numbers, manufacturer and serial number and model of the airframes and engines.

(iii) Description of the areas of operation (if relevant to validation objectives) proposed for validation and actual extended range operations.

(iv) Definition of designated ETOPS validation routes. The routes should be of duration necessary to ensure process validation occurs.

(5) Process validation reporting—The operator should compile results of ETOPS process validation. The operator should:

(i) Document how each element of the ETOPS process was utilized during the validation.

(ii) Document any shortcomings with the process elements and measures in place to correct such shortcomings.

(iii) Document any changes to ETOPS processes that were required after an inflight shut down (IFSD), unscheduled engine removals, or any other significant operational events.

(iv) Provide periodic Process Validation reports to the FAA. This may be addressed during the Review Gates.

**Thomas C. Accardi,**

*Director, Flight Standards Service.*

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### **Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review; Fort Lauderdale-Hollywood International Airport, Fort Lauderdale, FL**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

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**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the updated noise exposure maps submitted by the Broward County Aviation Department, Fort Lauderdale, Florida for Fort Lauderdale-Hollywood International Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR part 150 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program update that was submitted for Fort Lauderdale-Hollywood International Airport under part 150 in conjunction with the noise exposure maps, and that this program update will be approved or disapproved on or before November 28, 1995.

**EFFECTIVE DATE:** The effective date of the FAA's determination on the updated noise exposure maps and of the start of its review of the associated noise compatibility program update is June 1, 1995. The public comment period ends July 31, 1995.

**FOR FURTHER INFORMATION CONTACT:** Mr. Tommy J. Pickering, P.E., Federal Aviation Administration, Orlando Airports District Office, 9677 Tradeport Drive, Suite 130, Orlando, Florida 32827-5397, (407) 648-6583. Comments on the proposed noise compatibility program update should also be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the updated noise exposure maps submitted for Fort Lauderdale-Hollywood International Airport are in compliance with applicable requirements of part 150, effective June 1, 1995. Further, FAA is reviewing a proposed noise compatibility program update for that airport which will be approved or disapproved on or before November 28, 1995. This notice also

announces the availability of this program update for public review and comment.

Under section 103 of Title I of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict noncompatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties to the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The Broward County Aviation Department, Fort Lauderdale, Florida, submitted to the FAA on May 22, 1995, updated noise exposure maps, descriptions and other documentation which were produced during the Fort Lauderdale-Hollywood International Airport FAR Part 150 Program Update conducted between November 25, 1992 and May 18, 1995. It was requested that the FAA review this material as the noise exposure maps, as described in section 103(a)(1) of the Act, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 104(b) of the Act.

The FAA has completed its review of the updated noise exposure maps and related descriptions submitted by the Broward County Aviation Department, Fort Lauderdale, Florida. The specific maps under consideration are "EXISTING CONDITIONS (1992) \*NOISE EXPOSURE MAP" and "FUTURE CONDITIONS (1977) \*NOISE EXPOSURE MAP" in the submission. The FAA has determined that these maps for Fort Lauderdale-Hollywood International Airport are in compliance with applicable requirements. This determination is effective on June 1, 1995. FAA's determination on an airport operator's noise exposure maps is limited to finding that the maps were developed in accordance with the

procedures contained in appendix A of FAR part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 103 of the Act. The FAA has relied on the certification by the airport operator, under § 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program update for Fort Lauderdale-Hollywood International Airport, also effective on June 1, 1995. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program update. The formal review period, limited by law to maximum of 180 days, will be completed on or before November 28, 1995.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, § 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program update with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the updated noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program update are available for examination at the following locations:

Federal Aviation Administration,  
Orlando Airports District Office, 9677  
Tradeport Drive, Suite 130, Orlando,  
Florida 32827-5386,  
Broward County Aviation Department,  
Fort Lauderdale-Hollywood  
International Airport, 1400 Lee  
Wagner Boulevard, Fort Lauderdale,  
FL 33315.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**:

Issued in Orlando, Florida June 1, 1995.

**Charles E. Blair,**

*Manager, Orlando Airports District Office.*

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### **Aviation Rulemaking Advisory Committee Meeting**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of the Aviation Rulemaking Advisory Committee to discuss air carrier/general aviation maintenance issues.

**DATES:** The meeting will be held on July 27, 1995, at 8:30 a.m. and should adjourn by 3 p.m. Arrange for oral presentations by July 17, 1995.

**ADDRESS:** The meeting will be held at the Air Transport Association of America, 1301 Pennsylvania Avenue NW., Suite 1100, Washington, DC, at 8:30 a.m.

**FOR FURTHER INFORMATION CONTACT:**

Ms. Barbara Herber, Meeting Coordinator, 800 Independence Avenue SW., Washington, DC 20591, telephone (202) 267-3498; fax number (202) 267-5075.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. app. II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee (ARAC) to consider air carrier/general aviation maintenance issues. The